PRAISE FOR CREW Hood's Pills

PATRIA'S PASSENGERS TELL OF SPLENDID TREATMENT.

Captain Frohlich's steward, who went to the help of Mr. Duplace when the passen-gers were ordered on deck. Mr. Duplace was suffering from anaemia and the shock

being seated in the deck saloon when, sud-denly, Captain Frohlich appeared and shouted, 'All passengers on deck.' Every-body started forward with a rush. 'We are aftre,' said the captain, 'but there is no danger. Don't get excited.'

"Just then smoke began to pour out through the deck, near the smokestacks. My sick husband was in his cabin and undressed. I hurried to him and began to dress him, when in came the steward shouting: 'Get out of this.' He took my husband by the feet and I supported his head. We started to carry him to the deck, but the smoke choked us, and the water from the fire hose swished around.

One of the most interesting games of the season was played jesterday afternoon at the Country Club between Mr. Young and Miss Morse. Both couples were scratch players. Mr. Young and Miss Van Brunt won by 1 up and 20 to play.

Mr. Meredith and Miss Christie (acratch), defeated Mr. Harmong and Mrs. Orr. 2 holes by 5 up.

The wind was so strong that it was very hard for the players to get around the links, and very few people were at the club.

Misher and McCoy Matched. water from the fire hose swished around our knees. I feared that all was lost; but, gonig backward through another passage, we managed to reach the deck in safety.

"There all the passengers were crowded together. Thick clouds of smoke were together. Thick clouds of smoke were blowing over the whole ship, and distress signals were flying. One passenger, who had hastily come from the bathroom, appeared with scarcely any clothing on. Others found themselves equally unprepared. The captain told us that he would lower the boats as a precaution. So we lined up. Women and children first, shouted the captain, who was standing near me. I replied that I supposed I would have to wait for the men, as I could not leave my helpless husband. Captain Frollich answered me by lifting my husband, placing him in the bottom of one of the boats, ordering me to follow and telling the steward to go with us. Our boat was the first lowered.

"We were all terribly frightened, but, though a few cried, there was no disorder. The officers and crew did all they could and encouraged us to be brave and cool. While one boat was being lowered, the bottom began to give way. The women screamed and for a moment it seemed as if the bottom would drop out; but the boat was quickly hauled back. Another boat had no crew, the passengers doing the rowing.

"Meanwhile some fishing smacks had"

the rowing.
"Meanwhile some fishing smacks had

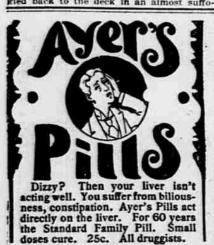
"Meanwhile some fishing smacks had come up, and several passengers boarded them; but Captain Frohlich beliowed through the smoke that no one must leave the Patria's boats, so they left the smacks. From this order we inferred that the sailors, who were working ceaselessly, hoped to put out the fire. For more than an hour we lay alongside the liner, now hot and smoke-covered, with cinders and deoris falling over our boats. Through the fire we occasionally caught sight of Captain Frohlich on the bridge. He divided his attention between giving orders to the crew and joking with us. Once he shouted, laughingly: The fire is in my cabin. Now I can't do anything without my pipe.

"Then the Ceres came up and her captain sang out: 'Your ship's afire. Shall I take your passengers.' Frightened as we were, we laughed. Captain Frohlich made the Ceres promise to take us to Dover, and then our boats pulled over to her, and we were taken aboard. The last we saw of Patria she was just a mass of smoke and going toward Hamburg. Many of us had to pay for what little we could get to eat on board the Ceres. At Dover everybody was very kind.

"If the captain had put us ashore as soon as the fire was discovered, we would not

"If the captain had put us ashore as soon as the fire was discovered, we would not have lost our baggage, nor been exposed to such danger. I have made fifteen trips across the Atlantic and seen a good many storms; but I never experienced anything so awful as being on board a ship which was on fire. I do not know what Mr. Duplace and I would do or could do, had not Mrs. Ivers offered to stay and try to save my bushand's life. We did not know her on board the Patria; but her deed is quite in keeping with the generous actions of the American woman whom we had so frequently met at San Juan since Porto Rico came under American control."

As an instance of the coolness displayed by the passengers, it is related that a German girl, who had been studying art in New York, devoted her time during the fire in sketching the scenes on the deck. Finally, she hurried to her cabin, to secure her clothing, and found it filled with smoke, and all the pictures which she had made in New York destroyed. She struggled back to the deck in an almost sufformed to the party included Senator Cox and G.W. R. Matteson, of Providence, R. I., and other If the captain had put us ashore as soon



BUCKINGHAM'S DYE Whiters

Give Comfort Sold by all druggists. 25 cents.

HAVE ONE CRITICISM TO MAKE

THINK THEY SHOULD HAVE BEEN
INFORMED SOONER OF FIRE.

INFORMED SOONER OF FIRE.

German Consul at San Juan Likely
to Die From the Experience—His
Wife's Graphic Story—Crew
Are Conquering the
Flames.

SOUTHAMPTON, Nov. 16.—The rescued
passengers of the Patria spent the night at
Southampton waiting the arrival of the
Kaiser Friederich. Four of the passengers
were left at Dover and one of these, a man hamed Duplace, it is believed, will die because of his terrible experience in the
English channel.

It now seems probable that the Patria
will at least be partly saved. What caused
the fire is still a mystery, but it is asserted
that the fact that the steamer was on fire
was withheld from the passengers for some
time, Captain Frohilch apparently wishing
to take his ship to Hamburg without causmag alarm, if possible.

Mr. Duplace has been for twenty years
german consul at San Juan de Porto Rico.
With him are his wife and Mrs. Ivers, of
New York, a fellow cabin passengers work that the fire is still a mystery, but it is asserted
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With him are his wife and Mrs. Ivers, of
New York, a fellow cabin passengers for some
time, Captain Frohilch apparently to confinue her journey to Germany.

The fourth survivor left at Dover is
Captain Prohilch's steward, who went to
Captain for of the passengers for some
time, Captain Frohilch's passengers for some
time, Captain Frohilch's passengers, and the first shall not know the
sonsul, declining the opportunity to condinue h

trances to the roof. Thursday night is always a heavy night and popular, for the police horses are shown, with a parade of all the horses that have won prizes up to that time, and an interesting class in hunters and high jumpers with which to end the

was suffering from anaemia and the shock of the exposure aggravated the complaint to such an extent that the attending physician told the correspondent of the Associated Press this evening that the consul had but little chance of life.

The latest accounts say the flames are being overcome by the crew, who are working energetically, and that the captain is confident he will succeed in bringing the steamer into a German port. It is also said the effects of the passengers had been wholly or partly saved.

The Patria's passengers left here to-day, apparently in good spirits, though many of them were compelled to purchase additional clothing.

Like the other passengers. Mr. and Mrs. Duplace saved nothing but what they were wearing at the time.

Mrs. Duplace gives the following description of their escape:

"It was about 19:39 yesterday morning, the weather being calm and several of us being seated in the deck saloon when, suddenly Cantain, Eroblich arms and high jumpers with which to end the night's show.

At 8 o'clock, half an hour before the bugle call of night were standing up behind the seats in the balcony. Mre than 100 beauties crowled the ring in the parade of the prize winners. The first class to come for judgment during the evening was that of light harness horses. All of them were shown in giga. One of the horses becoming excited after reaching the tan bark, reared and fell over sidewise. In order to keep the ring from being overcrowded the gigs were brought in a few at a time and the horses having no chance to win were weeded out, others being called in to take their places. The baccoans were all in full dreaz. The evening programme fairly wound up with a blaze of giory.

The crowd early this morning was largely professional. The social side of the horse show was not developed until later than usual to-day. Even the carly afternoon session was largely devoted to the children. During the trials of light weight hunters there was one stumble and a rider was thrown, frightening the little ones at the perform

REMARKABLE GOLF MATCH. Miss Van Brunt and Mr. Young Wo

a Close Match. One of the most interesting games of the season

Maher and McCoy Matched.

NEW YORK, Nov. 16.—Representatives of Peter Maher and Kid McCoy met to-day and arranged a fight between Maher and McCoy for twenty-five rounds before the Coney Island Sporting Club, on December 11, for a \$20,000 purse. A new set of articles was agreed upon and signed for both men.

Coroner's Physician Hartung yesterday held an au-topsy on the body of Pugliist Harry Apfel, who was knocked out by John Fox at the Pelican Club on Saturday sight, and found that he had come to his death from cerebral hemorrhage following concus-sion of the brain. Apfel was not conscious lone enough at any time to make a statement previous to his death.

ABOUT SOME PEOPLE.

I. T. Pror. a well known Texan, is in the city.

Ernest G. Brabock, who is with Swift & Co.

L. H. Vick Roy, a prominent Republican of Der J. E. Banta, a merchant of Rifle, Col., was a

J. Fred Lohman, of Las Cruces, N. M., was a Karnas City visitor yesterday.

Arthur W. Foos, of Paul's Valley, L. T., was

G. B. Mitchell, a Great Bend, Kas., merchant, wa

Georgi W. Haney, of Denver, manager of the Tabor-Grand opera house, was a Kansas City visitor yesterday. P. G. Bonfils, formerly of Kansas City, and no

one of the proprietors of the Denver Evening Pos is in the city.

J. E. Crowe, of Weir City, Kas., owner of ex-tensive coal mines and president of the Weir City and the J. R. Crowe Coal Company, is a Kansas City visitor.

Murto MacKenzie, a millionaire mining and cattle man of Trinidad, Col., was a Kansas City visitor yesterday. He was accompanied by Mrs. MacKenzie, his some, D. J. and John, and Miss Isabel, his daugh-ter.

Refus C. Dalbey, of Garfield county, Kas., spen

James Peary, the Minneapolis elevator man, with a party of Eastern capitalists, passed through the city yesterday. The party included Senator Cox and G. W. R. Matteson, of Providence, R. I., and other men equally well known in the Eastern financial world. Their purpose is said to be to select sites for the building of elevators at various points in Kansas. They went from Kansas City to Salina.

Jerry Simposn, the well known former Kansas con-gressman: L. D. Lewelling, formerly governor of Kansas and John K. Enright, also a prominent Kan-sain, were in Kansas City yesterday for a few hours. Hessrs. Simpson and Lewelling registered from Wichita and the other member of the party from Junction City. Their visit, they said, was solely of a private nature and had no political significance.

W. A. Ball, prosecuting attorney of Wright county, where John Kennedy and his pals were condicted of train robbery, is visiting Prosecutor James A. Reef. It is understood Mr. Reed explained to Mr. Ball how difficult it was to convict criminals in Jackson county when they have money. Newspaper Interviews, where jury fixers, who have no honest means of support, but have bank accounts, were offered as "exhibit A."

W. D. Todd, Peter Barr and Mrs. Archibaid Barr, all of Dunedin, New Zealand, were Kansas City visitors yesterday. Messrs. Todd and Barr represented their country at the Philadelphia trade congress from which they are on the return home. "New Zealand," said Mr. Barr, "is a country where labor troubles are almost unknown. Legislation is successfully enforced which does away with the possibility of strikes and the effect on industrial conditions is immeasurably beneficent. All difficulties are first presented before what is known as a board of conciliation and if the decision is not acceptable to both parties the matter is appealed to a board of ar tra-tion, the decision of which is final."

BIG GAME TO-MORROW

HARVARD AND YALE MEET FOR THE

ANNUAL EVENT.

Both Teams Are Ready for the Battle and the Crimson Is the Favorite-Friends of Eli Are Asking 2 to 1.

NEW HAVEN, CONN., Nov. 16 .- The Yale foot done, principally running through the signals and the simplest formations, the 'varsity side by itself and the college substitutes by themselves.

The lineup of the 'varsity side to-day, taken to be, in the estimation of the coaches, Yale's strong-set avgregation; as for

Gardon Brown, left guard.
Olcott, right guard.
Stillman, right tackle.
Francis, left tackle.
Hubbell, right end.
Snitjer, left end.

(Yale Halfback.)

SHARPE

Crimson Is Confident.

CAMBRIDGE, MASS., Nov. 16.—From the Harvard point of view the great game with Yale alone remains to be played. The team to-night is in readiness for the contest. To-day's practice consisted only of signal work to put the perfecting touches on the players. A number of coaches were present at the practice but Dibbles and Wrean were the ones to take any active part in the direction of the team. All the minor details of the formations were carefully watched. Otherwise the practice was solely to keep the men in the important good condition. Tomorrow there will be a little light signal work—that is all.

NEW YORK, Nov. 16.—One of the features of the Harvard-Yale game next Saturday will probably be the physical condition of the rival elevens which have been prepared for the battle by former Princeton trainers. Jack McCaster has already made his

have been prepared for the battle by former Princeton trainers. Jack McCaster has already made his
reputation as an expert trainer at Harvard. Since
he took hold of the crimson players the eleven has
not induged in a single game in which it lacked
good trim. Jim Robinson, Yale's trainer, has been allowed to put into effect a number of pet schemes for
conditioning the 'varsity, with the result that the
team has been gradually worked up to superb fettle.
The Harvard and Yale coaches have not yet decided
how to arrange their backs, and will probably not arrive at a definite conclusion before Thursday or
Friday. The rush lines, however, will probably face
each other this way:
Harvard—Campbell, left end; Donald, left tackle:
Boal, left guard; Burnett, center; Burden, right
guard; Lawrence, right tackle; Halfowell, right end.
Yale—Winter, left end; Hale, left tackle; Brown,
left guard; Cunha, center; Gleott, right guard; Stillwell, right tackle; Gould, right end.
Yale may incidnetally spring a surprise at the last
moment by substituting the Rev. Mr. Cutten for
Cunha at center. Yale men want odds of 2 to 1.
It is said that a number of local bookmakers will
go to Boston prepared to take the Yale end in the
betting, provided 2 to 1 or better can be obtained.
Fuily 1,000 Harvard and Yale graduates are expectday afternoon. The midnight train will probably
be run in sections, according to the railroad officials
at the Grand Central station, who say that the demand for sleepers on that night is unuvaily large.

IT IS NOT SETTLED.

IT IS NOT SETTLED.

Thanksgiving Game Still Causes Comment.

LAWRENCE, KAS., Nov. 16.—(Special.) The athletic board of the university has taken no action yet on the Convention hall management's proposition to release the teams from their contract of 30 per cent of the receipts of the game at Exposition park goes to the receipts of the game at Exposition park goes to the hall represent The half represent the receipts of the game at Exposition park goes to the half represent the receipts of the game at Exposition park goes to row so of the meeting was on hand to-day and the the hall management. The board feels that Missouri has taken the initiative in the matter all along, and it will hold a meeting after it hears what the Tigers have done. It is hardly probable, though, that Mis-souri will go back on the action of her alumni. It souri will go back on the action of her alumni. If Missouri agrees to the proposition it will mean a loss to each team of 5 per cent, as the park has hereto-fore been secured for 20 per cent of the gate receipts. To-morrow morning the university football team will start for Lincoln to play Nebraska university. They will go to Kansas City, and then over the Burlington, reaching Lincoln in good time for a night's rest before the game Saturday. A special rate has been obtained, and a crowd of rooters will go along. The football party will comprise seventeen men, including Manager Elliot and Coach Yost. Mechan is good for service ence more, and will go. He will probably take Hess place in the second half. Algie may be put on in Gavin's place. All of the players are in good condition. may be put on in Gavin's place. All of the players are in good condition.

It will be one of the most important games of the reason, and the showing the Jayhawkers make in this game will have considerable weight in the Missouri game. Missouri has beaten Nebraska, and football men here believe that Kanas can also.

The following will be the lineup for the game: Center, Hess; left guard, Smith; right guard, Woodward; left tackle, Tucker; right tackle, Wilcox; left end, Gavin; right end, Nofsinger; left half, Avery; right half, Moore; quarter, Owens; fullback, Lucas; substitutes, Crepps, Algie and Mechan.

MANUALS 6, CENTRALS 0.

Came Between Second Teams Had as

Unsatisfactory Ending. The second teams of Central and Manual schools met yesterday afternoon at Thirty-first and one of the proprietors of the Bennis.

Among the prominent Texans in Kansas City yesterday were George B. Clark, of San Antonio, and George Chemoworth, of Austin.

G. F. King, of Holton, Kas., one of the wealthlest merchants in his section of the state, was a visitor merchants in his section of the state, was a visitor here resterday. Mrs. King accompanied him.

Les owner of ex
Owner of ex
Neither team scored in the message with twelve minutes to play a dispute arose over the goal line, and after the measurements were taken, it was found that the Manuals had carried the bell ten yards beyond the goal line, and Referee Peters awarded the Manuals a touchdown, and Butter kicked an easy goal, making the score 5 to 0. General dissatisfaction grose and the Manuals with the first way of the Central drew from the field.

Right end ... Right guard Right tackle

Princeton at Practice.

PRINCETON, N. J., Nov. 16.—Ysterday's fierce playing of the 'varsity against the scrub was repeat-ed to-day and resulted more favorably to the former team. It was the first lineap against the scrub that sequently bleachers were filled. The 'varsity had things their own way to-day, and the men tore through the scrubs' line for three touchdowns in a twenty-minute half. After repented drives through the line by McClave and McCord, the latter smashed through the right tackle for a touchdown. Hutchinson got the next touchdown on a pretty run of forty-five yards through the whole scrub team. McClave added the third touchdown in a plunge through the left tackle. Mills kicked all the goals. Mass on tackle and short end runs were the Principal plays used. Bannard played center and Boyd left tackle. Poe and Lathrope alternated at right end various formations of the game. Wheeler and Martis alternated at fullback. The team showed much im-

CHICAGO



Best Dining Car Service. Only Depot in Chicago on the Elevated Loos. A TEXAS WONDER.

Hall's Great Discovery. One small bottle of Hall's Great Discovery cures all kidney and bladder troubles, removes gravel, cures diabetes, seminal emissions, weak and lame backs, rheumatism and all irregularities of the kidneys and bladder, in both men and women, regulates bladder troubles in children. If not sold by your druggist, will be sent by mail on receipt of \$1. One small bottle is two moaths' treatment, and will cure any case above mentioned. E. W. Hall, sole manufacturer, post box 629, Saint Louis, Mo. formerly Waco, Texas. Send for testimonisis. Sold by druggists everywhere and Federmann & Hallar, 904 Main street, Kanas City.

Rend This. Bowling Green, Mo., July 12, 1899.—Dr. E. W. Hall, St. Louis, Mo. Dear Sir:—We have been selling Faur Texas Wonder, Hall's Great Discovery, for two Sears and recommend it to anyone suffering with any Midney trouble as being the best remedy we have ever sale. Yours truly. PURNELL & DAVIS.

provement in offensive play and their line held well.
McClaw and Hutchinson put up the star work. The
second half was secret and consisted for the most
part in-blocking kicks and in drilling the team on
various germations of the game. Wheeler and mattis
were also given practice on punting and the backs
on end running. Kafer has retired from the game
as his fither objects to his playing. Brokaw was on
the fledwand will remain during the remainder of the
week. Short, fast and aggressive work will be given
the tigges to-morrow, as finishing touches for the
Washington and Jefferson game on Saturday.

K. C. Dentals 5, Westport 2.

The game between the Kansas City Dentals and the Westport high school team resulted in a victory for the former. The Westports did the better playing, but the Dentals won by their superior weight. A number of star plays were made by the Westport team. The features of the game were a 40-yard run by Otterman and the general work of the Westport line and backs. The Dentals' average weight was 180 pounds and Westport's 140 pounds. Westport made their 2 points on a safety. The fiseup: 3

Left tackle Left guard BERBY TURF EXCHANGE.

8 and 10 Ewing st., Kansas City, Kas. Take 1 or 9th street cars to State Line.

124 1-5
Fifth race—Handicap; 3-year-olds and upward; 1
Fifth race—Handicap; 3-year-olds and upward; 1
mile and 1 hurlong, Warrenton, 116 (O'Connor), 3 to
5, wog; Baugor, 98 (Dangman), 9 to 5, second; Beau
Ideal, 97 (Mclatyre), 10 to 1, third. Time, 1:59.

ENTRIES FOR FRIDAY.

First race—Selling; 3-year-olds and upward; 1 mile
and 50 yards. (3) Judge Magee. 85; (x) Weller, 88;
Tyran, 99; Altheat, Our Nellie, Goal Runner, 96; The
Gardner, Boardman, 102; Chivalrous, 106; Maurice,
107.

Gardner, Boardman, 102: Chivalrous, 106; Maurice, 107.

Second race—S-year-olds; selling; 5 furlongs. Decimal, Lottle Sheville, Jugglery, Phitter, 100; Fluke, 102; Grandeur, 103; Monometallist, 105.

Third race—Maiden 3-year-olds and upward; 7 furlongs. Come to Order, Ellen Terry. Speedman, General Shatter, Drawin, False Alarm, Prince Florist, Ellen B., 37; Havelock. Napoleon Bonaparte, Golden Link, Brahmin, James M., 106.

Fourth race—Handicap; 6 furlongs. La Vega. Grandeur, 105 Magic Light, 118; Sidney Lucas, 125; Allaire, 110; Frecursor, 122; First Whip, 112; Hagerdon, 121.

Fifth race—Handicap; 1 mile and 100 yards. Maurice, 28; Dr. Parker, 33; Kinninick, 117; Trillo, 128; Charentus, 111; Flax Spinner, 102; Lady Lindsey, Sweet Caporal, 92.

(x) Apprentice allowance claimed.

Newport Races.

second; Croesus, 104 (Overton), 4 to 1, third. Time, 1:47%.

Fourth race—4 furlongs; handicap. Foneda, 90 (Forehand), 8 to 1, won: Larkspur, 91 (Wedderstrand), 10 to 1, second; Molo, 110 (Hamilton), 7 to 2, third. Time, 1:14%.

Fifth race—1 mile: seiling. What Next, 112 (Knight), 8 to 5, won; Loyalty, 195 (Thompson), 6 to 1, second; Hampden, 105 (Dupels, 8 to 1, third. Time, 1:41%.

ENTRIES FOR FRIDAY.

First race—Selling: % mile. Isabinda, Voletta, Marion Lynch, \$8; Alcedo, Coley, \$6; Elsie Venner, \$7; Fleeting Mamenta, 101: Tom Gainey, 102; The Bobby, 103; Russell R., 104; Charlie O'Brien, 107; Lucile, 109. Sooby, 103; Aussell R., 104; Charlie O Srien, 104; Second race—Selling: 1 1-16 miles. Bannie, 37; Piccola, 106; Parakeet, 105; Colonel Cluke, Musket, Priesland, The Bondman, 106; Tulane, Frank McConnell, 107; Billy House, Cathedral, Dandy H. 110. Third race—Selling; & mile. Prince of Wales, 96; Miss Stanton, 99; Farm Life, 101; Audu Mary, High Degree, Dolly Weithoff, Tom Collins, 104; J. J. T., 107; Mound City, Banrica, Sister Mamie, 109; Randazzo, 112.
Fourth race—Handicap: 1 mile and 50 yards. The Geezer, 90; Branch, 91; Flaunt, 53; Tulane, 94; Souchon, Kunja, 99; Lord Zeni, 114; Kriss Kringie, 125.

Souchon, Kunja, 99; Lord Zenl, 114; Krisa Krin-gle, 125.

Fifth race-Selling: 1 mile. Eleanor Holmen, In-cidental, McCleary, Fraco, 99; Little Land, Scand-land, 102; Nekarnin, Amy Lee, Frank Wagner, Sid-dubit, 104; Apple Jack, Ramiro II., 107.

SAN PRANCISCO, Nov. 16.-Weather cloudy, trace Sioppy, Summaries:
First race—th mile; maiden 2-year-olds; seiling.
First race—th mile; maiden 2-year-olds; seiling.
Aborigine, 110 (Thorpe), 6 to 5, won; March Seven,
110 (E. Jones), 4 to 1, second; St. Agnes, 110 (Spencer), 8 to 5, third. Time, 0:50%.
Second race—5 mile; seiling. Pat Murphy, 109
(Thorpe), 3 to 1, won; Toribio, 109 (E. Jones), 2 to 1,
second; Ricardo, 109 (Macklin), 4 to 1, third. Time,
1:64%. second; Ricardo, 109 (Macklin), 4 to 1, third. Time, 1:04%.

Third race-1% miles; selling, Jennie Reld, 34 (J. Martin), 5 to 5, won; Coda, 103 (J. Ranch), 7 to 1, second; Forte, 105 (Bullman), 6 to 5, third. Time, 1:59%.

Fourth race-% mile; selling. Tullamore, 102 (J. Martin), 8 to 5, won; Monda, 102 (Henry), 3 to 1, rtin), 8 to 5, won; Monda, 102 (Henry), 3 to 1 and; Campus, 105 (E. Jones), 8 to 5, third. Time Fifth race—% mile; handicap. Morinel, 102 (T. Fifth race—% mile; handicap. Morinel, 102 (T. Burns), 2½ to 1, won; Ostler Joe, 119 (Spencer), 4 to 1, second; King Carnival, 104 (—), 4 to 5, third. l, second; King Carnival, 194 (—), 4 to 3, times, 1:29½, Time, 1:29½, Estate and the second; Lode Star, 101 (Spencer), even, third. Time second; Lode Star, 101 (Spencer), even, third. Time

ENTRIES FOR FRIDAY. ENTRIES FUR FRIEND.

First race-5 furioug: selling. Decoy, 108; Drutdess, 165; Rio Shannon, 193; Choteau, 102; Racette, 29.

Second race-6 furiougs; selling. Delore, 112; Tirade, 110; Noma, Yaruba, 107; Ballista, 106. rade, 110: Noma, Yaruba, 107: Ballista, 106.
Third race—6 furiougs; selling, Mike Rice, 10:
White Pern, 108: Silver Maid, Coda, 107; P. A.
Finnegan, Oahu, Stromo, 107.
Fourth race—5 furiongs; selling; 2-year-olds. Fine
Shot, 108: Jolly Briton, Aboriginee, Wallenstein, 105.
Fifth race—Selling; 1 mile. Topmast, 109: Meadow
Thorpe, 106: Marcato, 105: Master Lee, 100: Reolie,
57: Judge Wofford, 88.
Siath race—7 furiones: selling. Silver State Gland

champion of Missouri. One hundred and fifty points for £5 a side.

The National Fox Hunters' meet began at Irvine Depot, Ky., yenterday. The hunters to-day struck a trail and carried it between two mountains, and the lorsemen and horsewomen joined in the chase, but the fox threw the dogs. Each race consumes two days. The attendance is about 190, many of whom are ladies. are ladies.

At a meeting of well known baseball enthusiast in Washington last night, the initial steps wer

in Washington last night, the initial steps were taken for the purchase of the franchise of the Washington baseball club now held by the Messra. Wagner. Subscriptions were started for the sale of 100 shares of stock at \$500 per share to provide a fund of \$50,000, \$33,000 of which is for the franchise and \$20,000 for a sinking fund. CASTORIA. Bears the Signature Chat H. Fletchire

AMONG THE RAILROADS

ARBITRATION OF THE KANSAS CITY-OMAHA DIFFERENTIAL.

Will Only Affect Packing House Shipments to the Southenst-Gist of the Famous Understanding -Other Railroad News.

The Kansas City-Omaha differential on packing ouse shipments to the Southeast, will be submitted o arbitration. It was forecasted in The Journal t was also suggested by The Journal on October 22 that such a procedure would be the proper way to wettle the matter. At the meeting of the Western freight committee on Wednesday in Chicago, all firmation of superior officers. The action was con-firmed yesterday and the vote made unanimous. What form the arbitration will take, or what will be the ultimate outcome, cannot be forecasted with any degree of certainty, but it is generally believed that a committee composed of Kansas City and Omaha railroads will be named which will appoint two arbitrators, they to name the third, and the procedure to be on the same lines as any other board of

The followers of the railroad columns of The Jour nal are familiar with the controversy between the commercial and manufacturing interests of Kansas City and the Burlington railroad, caused by the ents per 100 pounds on packing house shipments to cents per 100 pounds on packing house shipments to the Southeast. It marked one of the most bitter wars that was ever waged between a business com-munity and a railroad. The matter was taken up by the Commercial Club: it was later joined by other business organizations of Kansas City and, after a public meeting, at which the sentiment of the city was expressed in no uncertain terms, a con-ference between the warring factions resulted, the outcome of which was an understanding that the Burlington would restore the rates to the old basis and Kansas City would place no obstacles in the way of the Burlington securing arbitration of the question at Issue.

surington would restore the rates to the old basis and Kansas City would place no obstacles in the way, of the Burlington securing arbitration of the question at issue.

In the early stages of the controversy it was evident that one or both parties would have to give way, in order to get together. Kansas City said there was nothing to arbitrate and "no compromise" was painted on its banners. The Burlington, on the other hand, asked for arbitration, but refused to restore the differential pending such arbitration. In order to bring about an amicable understanding both sides conceded a point. Kansas City agreed to place no obstacles in the way of the Burlington securing arbitration, and the Burlington agreed to restore the old differential pending action of the Western freight committee. While there was no expressed agreement that Kansas City would stand by the award of the board of arbitrators, it was tacitly implied that such award would be acceptable, or else why did the committee representing Kansas City agree to the understanding?

Kansas City will have an equal chance with Omaha to be heard before the board and both will be morally bound to accept the award. If Kansas City had waived its right to have continued the fight against the Burlington, but having tacitly accepted the right, in the understanding reached at the conference, and there being no court of appeal, it must perforce accept the award.

The commercial and manufacturing interests of Kansas City owe it to themselves to make a bitter fight for the preservation of the original differential and do everything in its power to crown the effort with the laurels of victory, but if the board of arbitration should reduce the differential, it must be accepted with good grace, as Kansas City, through its committee, accepted the mode of settlement.

It was understood when the famous agreement was reached that the Burlington would docket the question of arbitration with the Western freight committee to agree to arbitration could not have been reached. Whateve

Rebates Paid to Large Shippers. CHICAGO, Nov. 15.—Eridence on rebates granted by certain railroads to favored parties was offered before the transportation subcommission of the United States industrial commission to-day. H. E. Douman, a retired member of the board of trade, was the principal witness of the morning, and his responses to the inquiries of the subcommission covered many of the points which the body has to deal with.

Most of his testimony referred to the discrimination of railroad and elevator combinations against private individuals who are trying to carry on business, but are deterred by the action of the concerns from which give rebates to persons to whom they can look for protection.

Mr. A. A. Kennard, of the Butter and Egg board, who testified at the afternoon session, said there was much complaint among commission men because of burdensome rates by telegraph and telephone companies. He said the general feeling among commission merchants was in favor of government control of the telegraph and telephone. Mr. Kennard also citted instances of discrimination in the distribution of cars for shipping fruits from California to Chicago. He claimed small firms and private individuals had frequently to pay a heavy bonus to secure cars, and add five firms in this city practically had control of the refrigerator cars.

five firms in this city practically had control of the refrigerator cars.

S. H. Greeley, of the Chicago board of trade, testified during the afternoon. He announced himself in favor of government ownership of railroads.

Mr. Greely declared that the alleged existing railroad combination which the commission is investigating is the work of P. D. Armour, of Chicago, who is such a heavy handler of freight that it places him in a position to dictate.

In discussing the private car problem, Mr. Greeley said: "The Armours own between 15,000 and 20,000 cars. If any man owns cars and receives a minimum of % of a cent from the railroads from each mile each car travels he can lose money in the grain busi-

Receivership and Reorganization.

The guesser will now have an inning and for the next year or so will guess long and often. The advance copy of the medified plan for the reorganization of the Kansas City, Pittsburg & Gulf reached Kansas City last Sunday morning and was made the subject of an article in The Journal on Monday, December 20 is named as the latest date for the deposit of bonds under the new plan, when, if a majority have not been deposited, the time will be extended indefinitely. Presuming a majority of the bonds are deposited at that time and the committee takes immediate steps to foreclose the mortgage and sell the road, it will take some time for the case to be reached and if the court is inclined to order a sale, the minimum limit of time for advertising it for sale is sixty days, this may be increased at the pleasure of the court. At the expiration of the time the road is sold, but the sale will have to be confirmed by the United States court. This will consume some time and there is a possibility of some of the creditors asking for a stay and it may be that a new sale will be ordered. A astilement will then have to be made with the receivers and everything made in readiness for a new set of books to be opened. It will be readily seen that under the most favorable conditions the receivership could not be ended for seven or eight months at best.

When the line is taken out of the hands of the receivers, the company will be liable for fixed charges of very nearly \$1,000,000. This amount will have to be taken out of the earnings of the property and the money for needed improvements and equipment leasened by that amount. Under present conditions, presuming the entire \$360,000 in 4 per cent receivers' per finited the property and when the rescivership is finally raised the fixed charges will be an easy matter. In the opinion of conservative men who are versed in ratiroad and The guesser will now have an inning and for the and when the receivership is finally raised the fixed charges will be an easy matter. In the opinion of conservative men who are versed in railroad and financial lore, the Pittsburg & Guif road will be in the hands of the court for a year at least, with a strong possibility of some months longer. It must be remembered that the new plan has not been approved by a majority of the bondholders, and it may be necessary to offer new conditions, though the conditions of the new plan are regarded as very liberal and will receive substantial support.

Interstate Commission Hearing.

Interstate Commission Hearing.

St. Louis, Nov. 16.—The interstate commerce commission, which has been holding an inquiry into Pacific coast rates, will adjourn to-morrow forenoon. Only one witness remains to be examined. The hearing to-day developed no new phase of the controversy. The witnesses all testified to substantially the same facts that were given by preceding witnesses, and the evidence was, therefore, in a measure, merely cumulative.

Chairman Knapp and Mr. Clements were the only members of the interstate commerce commission present at the hearing of testimony in the complaint of the St. Louis Business Men's League against the Pacific coast railroads, charging discrimination in freight rates. Mesars, Prouty, Yoemans and Fifer were absent on other business.

Saunders Norvell, third vice president of the Simmons Hardware Company, of St. Louis, testified that the tariff of June 25, 198, had clearly affected that the tariff of June 25, 198, had clearly affected that the tariff of June 25, 198, had clearly affected that the tariff of 1985 caused this falling off was shown, he said, by the fact that since May, 1839, when the Great Northern and Northern Pacific abrogated the tariff and lessaced the difference between carload and less than carload rates, business in Washington and Oregon had increased and reached ity retrogated.

The firm, he said, was obliged to compete not only with the natural advantages of the California jobbers, but also with the artificial commercial advantages accorded them by the railroads in adopting the tariff of 1898.

The firm could only do business in California, he said, by making freight allowances to its customers. This allowance, he said, amounted to an average of 50 cents on each 100 pounds of freight shipped. This, he contended, was clearly a loss of profit, due to discrimination.

Re placed in evidence charts and tables showing

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Amateur night Saturday—rehearsals at 10 a. m. urtain rises at 8 sharp.

Symphony Orchestra. MR. JOHN BEHR, CONDUCTOR. Second Concert.

AUDITORIUM. Friday, Nov. 24, at 3:45 p. m.

MISS MARY LOUISE CLARY,

Reserved seats may be secured at Bur-lington Route Ticket Office on Monday Coates. NONDAY, TUESDAY, WEDNES Nov. 20, 21, 22.

THE FALL AND RISE OF HUMPTY DUMPTY.

W. E. Herrin, attorney for the Southert with cross-examination, attempted to show that the railroad rates were not responsible for fluctuation in the volume of business transacted in California during the last eighteen months, since these rates had remained the same during that period.

"Perhaps it would make that chart more interesting," was Mr. Norveil's answer, "if we would add another line, showing what our profits would have been had the former freight rates obtained. I am complaining of our profits there, not of our volume of buriness there."

"But we cannot regulate freight rates to yield profits for others," retorted Mr. Herrin.

Conrad Goinon, traffic manager for the Paddock-Hawley Iron Company, of St. Louis, followed Mr. Norveil. He made the point that Pueblo has a better rate to Pacific coast points than St. Louis enjoys.

"The carload rate from Pueblo to San Francisco is 56 cents per hundred weight." said he, "while the carload rate from St. Louis to San Francisco is 50 cents per hundred weight. Certainty if Pueblo has a better rate than St. Louis, then St. Louis ought to have a better rate than Pittsburg, but she has not."

Chairman Knapp introduced a telegram from W. A. Hover, president of the Denver freight bureau, stating that Denver jobbers entered their protest against any change in the present classification between carload and less than carload rates.

Attorney Pilisbury, representing the jobbers of the Pacific coast. Introduced a telegram from Barrett, Hicks & Co., of San Francisco, saying that their telegram of recent date to "use every effort to have less than carload rates reduced," was sent under a misapprehension and was withdrawn.

N. O. Nelson, president of the N. O. Nelson Manufacturing Company, of St. Louis, was the last witness summoned by the complainants. Asked to ship in carload lots, life shipped goods in less than carload in the differential. Asked if he could serve all of his territory except the Pacific coast by shipping in less than carload lots, he replied in the affirmat

The commission then adjourned until to-morrow

Change in Cattle Rates.

The railroad claim clerks are getting ready for an influx of overcharge claims on cattle shipments. On December I the rates on cattle, hogs and sheep will be changed from so much per carload to cents per 100 pounds in trans-Missouri territory. The railroads made a cimilar change some years ago and the Kansas courts ordered them to return to the old order of things and the rates remained at so much per car until the railroads felt it was safe to make another attempt to change the existing order of things. The stock shippers were prone to overload the cars when the tates were on the basis of so much per car and the railroads computed that they were losing an

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enormous amount of legitimate revenue every year, bence the adoption of the new rates.

The result in the long run will be to the beneat of the railroads, as they will have established minimums, which are based on average carloads of cattle, sheep or hogs and for every pound over the minimum they will collect revenue. It will have a tendency to increase the revenue from live stock shipments and the shippers will not be prone to overload the cars, as he will be compelled to pay for weight instead of the car.

Vanderbilt Line Officials Arrive. F. L. Pomeroy, general manager of the New York Central fast freight lines at Buffalq; W. F. Wilson, general manager of the West Shore fast freight line at Buffalo; W. B. Pollock, foreign freight agent of the New York Central at New York, and H. M. Blacce, foreign freight agent.

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Western Combination. SALT LAKE, U., Nov. 16.-The Tribune will give

DENVER, COL., Nov. 16.—At the first annual meeting of the stockholders of the Colorado & Southern railway to-day the old directors were elected and Edward C. Henderson and Edward T. Berwind, both of New York, were added. The construction of the proposed short line between Denver and Cripple Creek

Switch Shanty Secrets. Switch Shanty Secrets.

W. G. Harding, general live stock agent for the Mobile & Ohio railroad, with headquarters at St. Louis, is in the city.

President Blickensderfer, of the Wheeling & Lake Eric railway, has named November 22 as the time for a conference with the employes regarding the increase in wages required by them.

At the abnual meeting of the Cleveland Terminal and Valley Railway Company resterday, John K. Cowen was elected president and F. W. Underwood for the Cleveland Terminal and Valley Railway Company resterday, John K. Cowen was elected president and Mr. Underwood is general manager.

The fresh meat and live stock rates from Chicago to Eastern points will be advanced on January 1. The advance will be on the following basis, Chicago to New York: Fresh meat 6 cents; cattle, 25 cents; hogs, 20 cents, and sheep, 25 cents per 100 pounds. This means an advance of 5 cents on fresh meat, 2 cents on cattle and sheep and 6 cents on

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